

Lot 124 Stanley 1910 Model 70 20HP 5-Passenger Touring Car



This Stanley, serial #5567, was purchased at Carl Amsley's estate auction in the fall of 1999. This was the last Stanley Carl was working on when he passed away. When I purchased the car I received a painted body with leather tufted-buttoned upholstered seats and leather-covered doors mounted on a rolling chassis.

This Stanley has a two-fuel system, using kerosene for main fuel (tank under rear seat) and gasoline for the pilot (tank under right rear floorboard). The water tank is under the front seat.

This Stanley has a new boiler which came with the car. The burner is an original Stanley drilled burner in a new shell. The pilot light is a Packard pilot. There is a small barrel filter inside the branch fork nut to filter out any carbon before it gets to the jets. I completed the plumbing using new valves and brass fittings using other 1910 Model 70s as a pattern.



The car has an automatic low water shutoff and a sight gauge in the firewall. The steam and fuel pressure gauges have been rebuilt and re-plated. The pilot pressure gauge is new. The speedometer is a rebuilt Jones speedometer.

The engine which came with the car has been completely rebuilt with a new engine gear, chromed piston rods, new valve push rods, new pistons and rings, and refaced valve faces. The rear end has new seals installed, hydraulic brakes, and the differential has a new hardened ring gear. There is a feed water heater in the exhaust which is insulated from the body. The steering quadrant was braced both front to rear and side to side.

The windshield is an original brass windshield made by Rands Mfg Co. in Detroit, Michigan, with safety glass. The headlights are original working acetylene 5-hole Rushmore headlights with some new spinnings. There is a working refillable Prest-o-lite tank with raised letters on the tank and a modern pressure control valve; the tank is held down by Prest-o-lite straps. The side lights are rebuilt coal oil brass three-tier E&J sidelights; the rear light is a reproduction coal oil two-tier E&J light. There is a Never-out coal oil dash lamp on the steering column.



There are two reproduction rear view mirrors mounted on the windshield. On the right side of the car are a rebuilt Rub horn, a water sight gauge, and an emergency brake lever. There is a 6-chime steam whistle made by Ed LaFleur under the left running board and a tool box on the top left running board. There is a brass grab rail on the back of the front seats. There is a brass rod with a special notch to hold up the hood. All brass has been coated with a high temperature clear coating.

An electrical system was added to the car for safety and includes amber directional signals on the front and red brake/directional signals on the rear. Also a light was installed to light up the water level gauge. The system is run by a 12V rechargeable battery under the left floorboard. The directional signal lever is concealed over the throttle shaft on the steering column with the unit under the floorboard.

The top, the boot to cover the top, and the side skirts were made by Reuben Yeager in Shermansdale, Pennsylvania. The front floor boards are covered with battleship-grey linoleum with brass tacks. Extra equipment with the car includes a spare inner tube, jack, hub cap wrench, wheel puller, wooden water and gas gauges, and covers for all of the lights and the side horn.



Lot 125 Stanley 1911 Model 63 10HP 4-Passenger Toy Tonneau w/nickel lights, fixtures & hardware

Stanley introduced the Model 63 in August 1910. The Model 63 succeeded the Model 61, which in turn had replaced Stanley's popular 10hp E Series: small, sprightly runabouts, economically priced, in various configurations available for the customer. The Model 63 came with a tonneau providing seating for two to four

passengers. Also new for 1911 was a somewhat sophisticated difference: the 10hp cars now benefited from the dropped axle earlier introduced on the larger cars, lowering the ride and improving balance and handling. The car rode on a 104" wheelbase, powered by an 18" boiler mated with a 3.25 x 4.25 engine. With fuel capacity at 16 gallons and water at 28 gallons, the car weighed only 1,500 lbs (empty). List price in 1911 was \$1,125.



Model 63

WITHDRAWN



Lot 125A 1903 Grout Roadster 10 HP

18 inch boiler, separate pilot fuel tank - 9 gallon, 25 gallon water tank. Last steamed up and run in August 2009. Automatic set at 400 psi. Restored in 1974 with original running gear and body. Has top - new leather is same as original. 14 spoke wheels with new tires and spare. Wicker tube basket, bulb horn and steam whistle.

Manufactured in Orange, Massachusetts, this is a rare model of a rare marque, thought to be one of ten roadsters produced.



Lot 126 Stanley 1924 Model 750 20HP 7-Passenger Touring Car w/California Top

1924 Stanley Model 750 Touring Car, 7 Passenger. This is a running car that toured in 2006 and 2007 before the former owner "ran out of steam." It was at Ormond Beach. Many additional photos at www.stanleysteameronline.com. This is a large 7-passenger touring car with jump seats. The pilot has been converted to propane but could easily be converted back should the new owner decide to run that way. The serial number is DRF 72750, suggesting it is the 72nd of the Model 750s made. The car was made by the Steam Vehicle Corporation of America, successors to the Stanley Motor Carriage Company. Some reproduction literature comes with the car, which is quite similar to Tom Dawson's car that recently sold. This car was restored in the 1960s and has held up very well. The California Top is in excellent condition as is the paint, with some minor bumps and scrapes. The tires are in very good shape and should last for some years, It has a new fuel tank (and the original that was replaced).



Lot 126A Model 735 Stanley Re-Bodied with a 1916 Woods Dual Power Body

This is a 1920 Stanley Steamer 735 that was re-bodied with a 1916 Woods Dual Power body sometime in the 20's. This car stands at an amazing 7' 3" tall and is very impressive to look at. This was one of Barney Pollard's cars which he sold at one of his auctions in 1977. BJ Pollard is stamped into the front frame rail. I have the documentation from the auction.

This car is a wonderful original example of an early marriage of chassis and body. The Condenser, hood and firewall are Stanley. The body and fenders are 1916 Woods Dual Power. The car has a real character to it, and it seats two (with a jump seat for a third passenger). The body is aluminum, fenders and hood steel. The wood in the car is perfect. 25" wheels with 35X5 tires. Just look at the size of this car.

This is a running steam car with a forced air burner. Once fuel pressure is up, you simply hit a switch on the column and you have full fire, very similar to a home furnace. I am currently using a 3 gallon nozzle and burning Kerosene. There are two pressure switches built into the system to keep fuel pressure up when the car is not moving.



When the car is moving, three pumps in the pump box pump water, fuel and steam oil. These all function as they should. Also when moving, the battery charges from a modified early excited alternator (not installed yet) driven off the rear axle, as original.

Currently the original kidney water level gauge is in place and it "might" work, but should be tested.

Many SACA steam car folks have seen this car in action. Shown at the 2008 Newport Concours d'Elegance. This is one cool ride. Will steal all attention at any show it attends.

